

From: [Brescia, Nicolas](#)
To: [Franklin, Richard](#)
Subject: FW: Major decision points/objectives
Date: Friday, April 05, 2019 6:04:08 AM



From: Adams, Adam
Sent: Thursday, April 04, 2019 10:40 AM
To: Brescia, Nicolas <brescia.nicolas@epa.gov>; Franklin, Richard <Franklin.Richard@epa.gov>; Daniel Tighe <Daniel.Tighe@WestonSolutions.com>
Subject: Fwd: Major decision points/objectives

FYI from NOAA

Sent from my iPhone

Begin forwarded message:

From: Paige Doelling - NOAA Federal <paige.doelling@noaa.gov>
Date: April 4, 2019 at 9:59:30 AM CDT
To: "Adams, Adam" <adams.adam@epa.gov>, Catherine.A.Phillips@uscg.mil
Subject: Fwd: Major decision points/objectives

CG priorities for HSC

The environmental team discussed endpoints yesterday, and I believe everybody is in agreement on where we are with endpoints and methods for industrial area hard surfaces and vessels. The overall SCAT plan and endpoints is still in flux, but we can certainly work from the draft endpoints.

Key point is we don't want to sign segments completely out of response while there is still mobile oil. We can have the SCAT team inspect them and determine if they currently meet endpoints, and then put them into a patrol and monitoring status while allowing normal or close to normal use. Once the mobile oil is recovered, there can be a final inspection to move them from patrol and monitoring out of response.

I highly recommend there are Coast Guard SCAT trained members on teams in the port

areas. If there are not Federal members on the teams, Federal interests should be specifically delegated to State representatives in a written document that becomes part of the record for the response. Federal representation does not absolutely be CG, although that is best. It could be other Federal or a Federal contractor.

Please let me know if you have questions,
Paige

----- Forwarded message -----

From: **Oditt, Kevin D CAPT** <Kevin.D.Oditt@uscg.mil>

Date: Thu, Apr 4, 2019 at 8:38 AM

Subject: Major decision points/objectives

To: Howes, Richard E CAPT <Richard.E.Howes@uscg.mil>, Phillips, Catherine A CDR <Catherine.A.Phillips@uscg.mil>, Ott, Corrina LCDR <Corrina.Ott@uscg.mil>, Shamilov, Rafael LT <Rafael.Shamilov@uscg.mil>, Paige Doelling - NOAA Federal <paige.doelling@noaa.gov>

Cc: Nerheim, Steven W CIV <Steven.W.Nerheim@uscg.mil>, Baldueza, Jordan M CDR <Jordan.M.Baldueza@uscg.mil>, Toczko, Jarod S LCDR <Jarod.S.Toczko@uscg.mil>

Major decision points/objectives:

1. End point document (CDR Phillips has for action)
2. Contingencies for Tucker's Bayou flush (including heavy rain) and ops during lightening (impact on ship traffic with viz inspection and decon teams)
3. Allow inbound night traffic (verify no decon has been required for vessels coming from San Jac/Lynchburg)...consider suspending viz inspection/decon for all inbound.
4. Open Carpenter's Bayou to inbound traffic (controlled/locked at minimum and possibly removing boom if no concern for product migrating into the Bayou). SCAT assessments will be needed.
5. Establish decon in upper Old River for light barges...double decon resources at mouth of Old River.
6. Decon and move Ships at Jacinto port...attack oil between J1 and Contanda with goal to allow Ships at some point this weekend.
7. Allow ships and barges into HFO and Volpak...if boomed then coordinate.

Planning assumptions: Every tug/barge in Carpenters Bayou and Old River must decon'd. Every ship/tug/barge moored/fleeted in impacted area must be decon'd.

I'll be at the ICP between 0900-1000.

v/r kdo

Captain Kevin Oditt
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